3 Circulation

3.1 Roadway System

The City of Chula Vista's roadway system is in generally good condition and adequately serves the vehicular and bicycle needs of residents within the developed portions of the City. Even though the City's topography is quite different between the east and west, bicycle facilities tend to occur where population and housing densities are highest and bicycle facilities are generally accessible to the majority of residents.

In the western portion of Chula Vista, the relatively flat terrain drove the development of a traditional historic grid street pattern that allows numerous access points to any given major street. This arrangement tends to disperse traffic. These streets also tend to be narrow by conventional standards and have more intersections, but they also have lower posted speed limits.

Typical roadway in western Chula Vista (E Street)

In the eastern portion of the City, the location of arterials supporting bicycle facilities was driven by the topography. They tend to follow east/west ridgelines or valleys as they connect major housing and population concentrations that developed along these roadways.

In plan view, the associated side streets spread out in a relatively amorphous form often seen in conventional suburban roadway system on either sides of these arterials, but the street layout was truly defined by locally hilly topography. The number of access points to major streets is therefore reduced, which tends to focus traffic and bicycle facilities on fewer, but wider roadways with higher posted speed limits than seen in traditional grid street development like western Chula Vista.

Typical roadway in eastern Chula Vista (East H Street)

Though development is progressing eastward, there are still sizable areas east of I-805 where development has not yet occurred and paved roadway access has not been provided. These undeveloped areas create considerable swaths of open space that is one of Chula Vista's distinguishing characteristics. The local topography also tends to limit the number of major north/south routes through the eastern portion of the City. (See Figure 3-1: Existing and Programmed Roadways.)

3.2 Programmed Roadways

A significant section of SR-125 is programmed for completion within the Chula Vista city limits running north/south through its eastern half. It will be a toll facility between future I-905 and Mount Miguel Road near the northern city limit. I-905 is the future designation for current SR-905, an east/west highway across Otay Mesa within the City of San Diego south of Chula Vista connecting the Otay Mesa border crossing and I-805. Completion is scheduled for 2007 when it will then be recommissioned as an interstate highway.

Programmed arterials in Chula Vista are all within the rapidly developing eastern portion of the City including the extensions of Main Street/Otay Valley Road eastward, Paseo Ranchero southward to Otay Valley Road connecting with Heritage Road, and La Media Road southward into the City of San Diego.

Chula Vista's roadway system is not complete since the City is not yet built out. This accounts for substantial areas of the City that are not yet accessible by paved roadway. (See Figure 3-1: Existing and Programmed Roadways.)

3.3 City Bikeway Standards

Like most municipalities, the City of Chula Vista determines bikeway facility installations on a project-specific basis. All streets designated as Class II collectors or larger are required to provide a "parking or bike lane." The actual use of this lane is defined by factors such as whether the roadway is included in the current bikeway master plan, in which case, City policy requires the provision of an additional 10 feet of right-of-way.

In general, major streets in the developing areas east of I-805 have been required to include bicycle facilities. Class 2 facilities are the norm, but occasionally Class 1 facilities are used in areas where the roadway width needed to accommodate Class 2 lanes is not available, but adjacent land is provided by adjacent developers. In these cases, bikeway access can usually be provided via a parallel Class 1 facility separate from the roadway. Even so, this substitution of Class 1 for Class 2 facilities along roadways is likely to be employed on a very limited basis only as needed due to the substantially higher cost of Class 1 versus Class 2 facilities.

Where bicycle facilities are desired, but where the roadway in question is congested or has high motor vehicle volumes, the City of Chula Vista has generally preferred to designate Class 3 bicycle facilities on alternate parallel roadways as bypass routes. Other concerns on congested roadways are limited width or numerous curb cuts that would make it difficult to provide adequate bicycle facilities. Alternate parallel routes are especially applicable where the alternate route has far fewer curb cuts than the roadway being bypassed.

This is an acceptable strategy, especially where the alternate parallel route does not take cyclists far out of their way. This usually means designating a parallel street a block over from the congested roadway, which has been done in the downtown area. It may even be possible to designate alternate parallel routes as Class 2 facilities if demand warrants and adequate right-of-way exists. Designating alternate parallel routes is most likely to occur in the western part of Chula Vista where the grid street system provides choices. However, adequate roadway widths may not be readily available on some parallel streets. Also, eastern Chula Vista's topography-driven roadway layout will make designating alternate parallel routes more difficult. The existing arterials generally follow ridgelines and there are few nearby parallel streets. The adjacent residential streets are generally discontinuous and infrequently connect with the area's arterial streets.

3.4 Existing Bikeway Facilities

There are three designated Class 1 facilities within the City of Chula Vista. Though some existing wide asphalt sidewalks may have been noted on maps, they do not meet Caltrans Class 1 criteria for width, obstructions or offset from adjacent roadways. Virtually all arterial roadways east of I-805 have Class 2 facilities. There is also a significant amount of Class 3 bikeway facilities, but they are primarily within the western portion of the City west of I-805. (See Figure 3-2: Existing and Programmed Bikeway Facilities.)

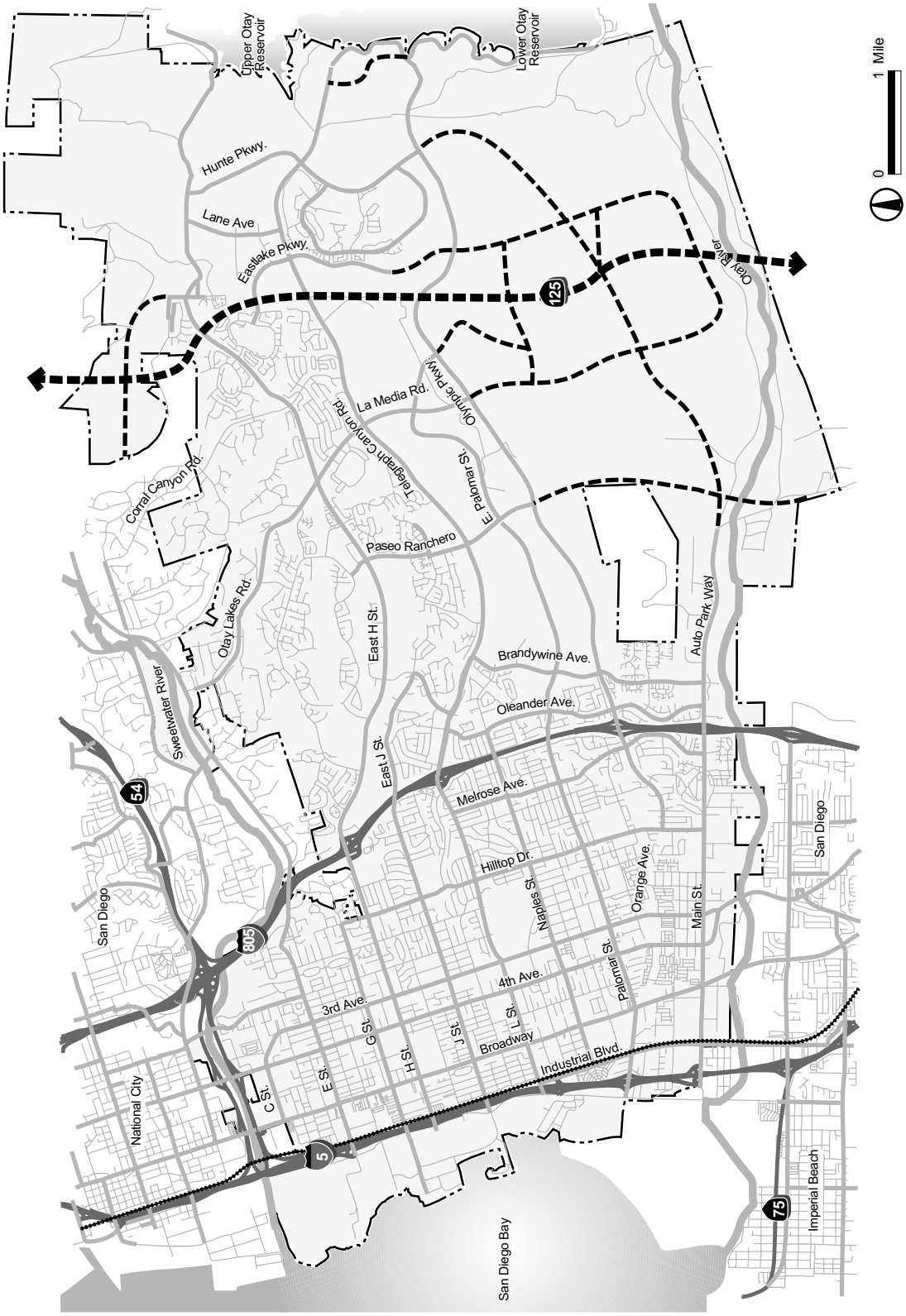
3.5 Programmed Bikeway Facilities

City of Chula Vista policy is to include Class 2 bike lanes when constructing new arterial streets. Therefore, any programmed roadways in the eastern portion of Chula Vista will likely be built with Class 2 bike lanes. (See Figure 3-2: Existing and Programmed Bicycle Facilities.)

Existing and Programmed Roadways

Figure 3-1

Chula Vista Bikeway Master Plan Update - 2005

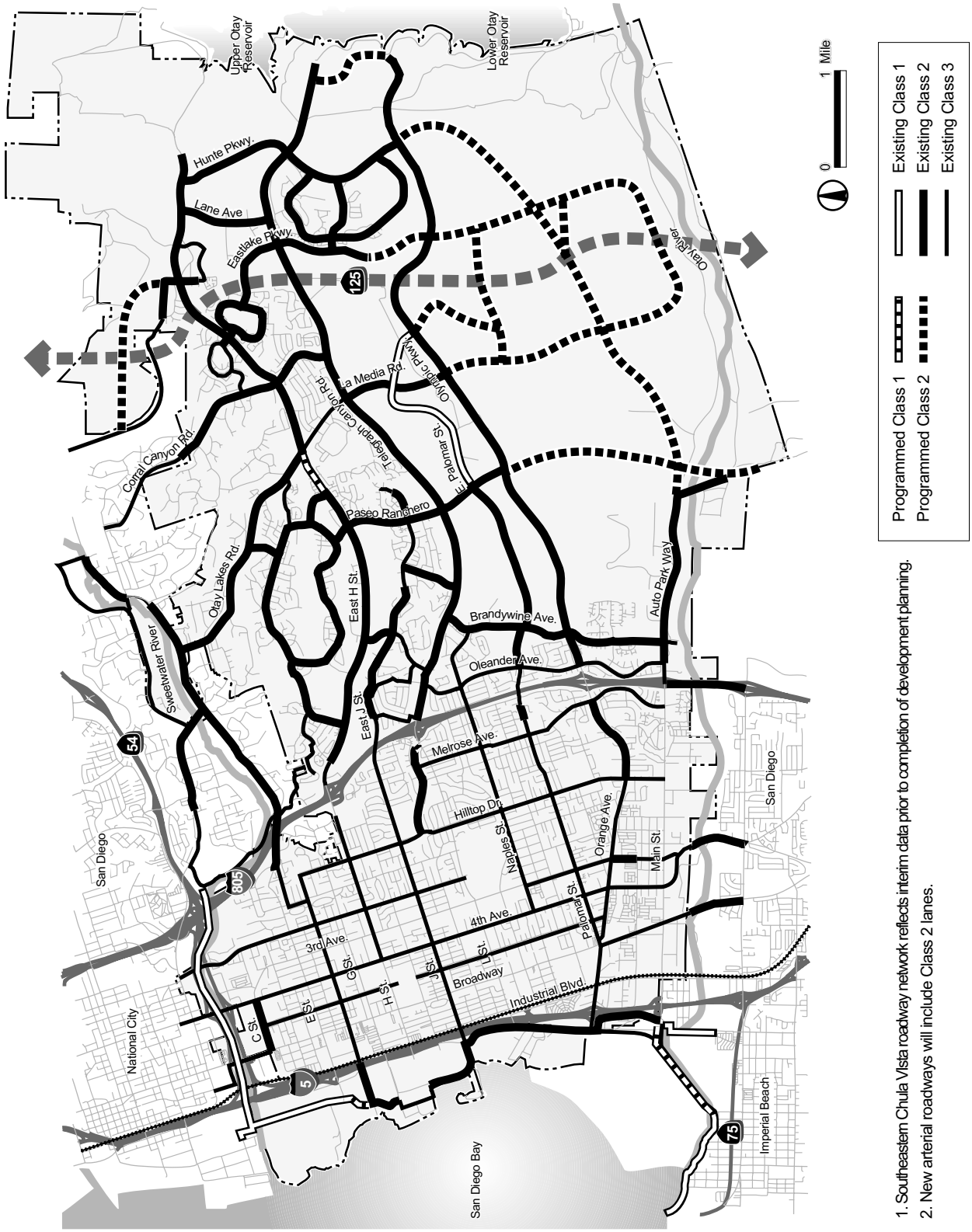


1. Southeastern Chula Vista roadway network reflects interim data prior to completion of development planning.
2. New arterial roadways will include Class 2 lanes.

Existing and Programmed Bikeway Facilities

Chula Vista Bikeway Master Plan Update - 2005

Figure 3-2



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